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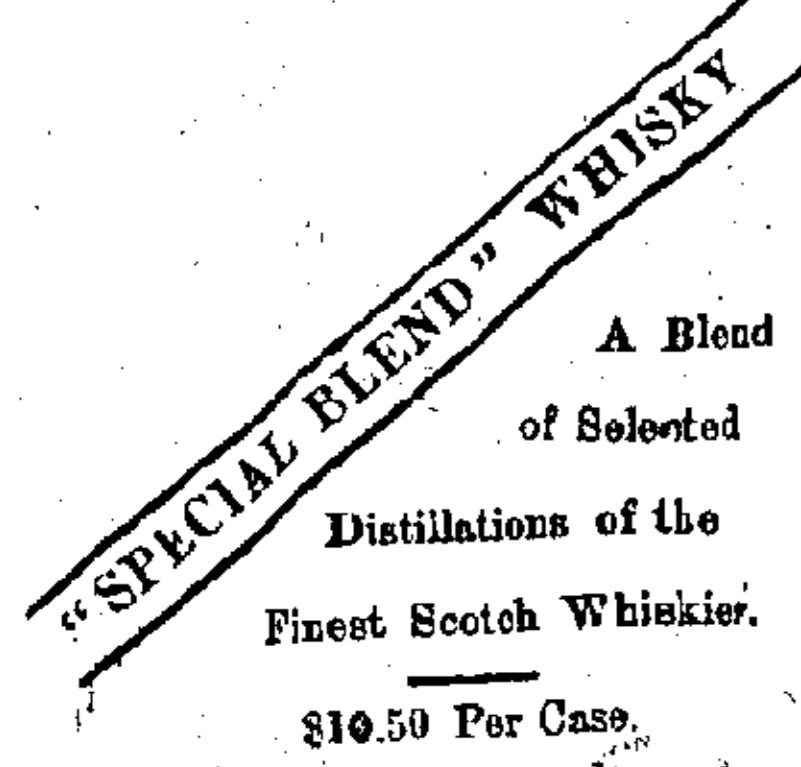
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PORTLAND CEMENT.
\$4.50 per sack 375 lbs. net ex Factory.
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General Managers.
Hongkong, 1st March, 1905. [1412]

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From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [61]

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WM. FARMER,
Proprietor.
[1347]

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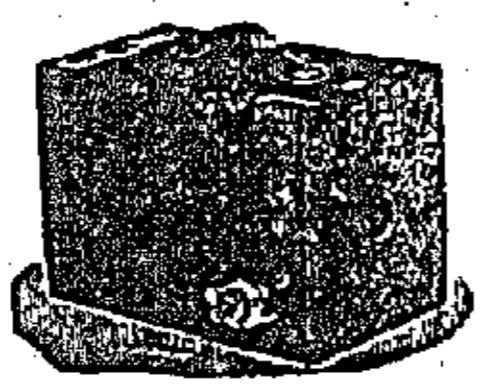
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CURE INDIGESTION AND ALL STOMACH AND
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CHEMISTS AND DRUGGISTS,
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ESTABLISHED 1864.

Hongkong, 7th June, 1905.

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PARIS.

FROM OUR CORRESPONDENT.
FRENCH VIEW OF "RUSSIAN PLOT."
12th May.

The dastardly plot on the part of Russia to embroil France and England, and drag these two peaceful and neutral countries into the conflict between herself and Japan has ended as the majority of people expected in a most miserable failure. France and England were too wide-awake to be so easily caught; that Russia would sooner or later attempt such a *coup* was a foregone conclusion—hence why they were so well prepared in advance, and defeated Russia's nefarious scheme so cleverly. The misunderstanding between France and Japan respecting the question of neutrality is viewed here as satisfactorily settled, the more so, as France has throughout done her utmost to cause her neutrality to be respected. France in any case had a most difficult card to play; she neither wished to fall out with her so-called ally, nor yet offend Japan in any way. The manner in which she extricated herself from such a maze is highly praiseworthy, and reflects the greatest credit on the diplomatic skill of M. Dulacé.

Every nation is quite willing to see the present unpleasantness between Russia and Japan fought out by the two Powers concerned. Russia's weakness is clearly shown by the manner in which she is playing the game unfairly. So far as has been recorded the Japanese have taken no unfair advantage of the neutrality law. As much cannot be said of the Muscovite, who has done so from the start. Japan's impatience with the French Government was only natural; not the less, considering the very ticklish position in which France was placed at the time, some allowance should be made.

BRITISH MEDICS IN PARIS.

The weather being simply sunny, the visit to this city of the English doctors and their families, continues to be all the more agreeable. The British medical men are merely returning the visit of their French colleagues twelve months ago to London. The visitors, who number 170, met with a very hearty welcome on their safe arrival last Tuesday in the French capital. After resting for a few hours, they set out to attend the official reception at the Sorbonne by the University of Paris. The doctors with their wives and lady friends were cordially received in the magnificent *Salon*, on the first floor of the Sorbonne, by Professor Liard, President of the Council of the Paris University, M. Casimir-Perier, ex-President of the Republic, and Dr. Beauchard, Chairman of the Committee of Organisation for the visit. Heartfelt speeches of welcome were delivered, to which Sir William Broadbent responded on behalf of his colleagues. Professor Clifford Allbut, Sir Dye Duckworth, Dr. K. Fowler, Sir J. W. Moore, Professor T. Oliver, Dr. F. Roberts, Professor William Starling, Sir Launder Brunton, Dr. Morell, Sir John Tyler were a few of the distinguished medical gentlemen present. The other receptions held at the Faculté de Médecine, at the offices of the Public Charity Organisation Department, and at the Hôtel de Ville, were exceptionally brilliant. Each vied with one another in the warmth and sincerity of their welcome. The Paris hospitals—the centre of attraction—proved very disappointing to the visitors, though France is considered to be ahead of other nations in several branches of medical science, the Paris hospitals it must be admitted compare very unfavourably with those of London—a fact which greatly surprised the British doctors. The tumble-down condition of some of the institutions and the mouldy, damp state of several of the wards in the leading hospitals were particularly noticed. The inferior status of the French hospital nurses, who mostly earn from 20/- to 30/- a month caused great surprise. All the principal civil and military hospitals including maternity and asylums were visited without removing the painful impression.

NAVAL ARMOUR PLATING.

The statement just made on the latest tendencies of naval armour plating, by M. Bertin, before the Academy of Sciences, is extremely important, and will not fail to attract the attention of other countries. The old "juxtaposed" system of relying on an armoured belt against lateral fire, is being replaced by the "superposed" system, which lowers the height of the bridge and increases that of the belt, thus causing the latter to aid in affording protection against plunging fire. This, however, involved some increase of weight, which militated against speed, until corrected by dividing the armour belt into cellular compartments on the water-line, which lightens the ship, while it also limits the damage done by projectiles.

A SENSATIONAL SIEGE.

Intense excitement continues to prevail at Chatelain in consequence of the siege offered by Roy, the ex-gamekeeper, to the military and gendarmes, who have held up to the present to dislodge him from his stronghold, despite the sensational besieging of his cottage—another Fort Chabrol. The idea of bombarding him with artillery has been abandoned owing to the refusal of the Minister of War to grant the request of a field gun. The suggestion to flood the old man out cannot be carried out either, as there is no water. One of the officers of the gendarmes—on whom the responsibility for Roy's capture rests—proposes to effect an entrance into the formidable citadel, on which occasion the major and two more gendarmes will wear breast plates and iron masks to protect them from the gamekeeper's fusillade. They may this time frighten the old man to death—in which case, his capture will be easy.

THE DREYFUS CASE.

Parisians are not in the least sorry that another serious set back has occurred in connection with the preliminaries for the re-opening of the endless Dreyfus case, or revision as some people prefer to call it. It appears that M. Michel Jaffard, Councillor of the Cour de Cassation, was some time since appointed to report to the Court

upon the demand for revision, and that his work had hardly been begun when he was seized with a severe attack of influenza, upon which there supervened a complication of pulmonary congestion still more serious. This has had for (beneficial) result to delay the tedious case, though it is to be hoped that M. Michel-Jaffard will soon become himself again, as he personally enjoys great popularity. The Dreyfus case will not be heard of at this rate until next autumn—never again would have been a happier phrase.

THE FRENCH SUNDAY.

The Sunday Rest Movement in this country is making slow and sure progress; it has much hill-work to accomplish but despite this, it is a sure sign of success in the long run. The newly formed League of Buoyants is working hard to obviate Sunday labour throughout France. At Nîmes and other important places in the South of France, there have been such outbreaks on behalf of a seventh day rest, on the part of shopkeepers and workers, that the police and soldiers had to be called in order to protect inhuman employers, who are strictly opposed to grant their operatives a rest on Sunday. With time, the difficulty will, no doubt, be conquered—but it will be a hard fight. In Paris, too many still keep open on Sunday, and work quite as hard, if not harder on the day, as the rest of the week. So far as the millinery and dress-making works are concerned, they do not know what Sunday rest is except in the dead season.

BRITISH SAILORS AT BREST.

Endless attractions continue to be devised and provided by the naval authorities at Brest, for the benefit of the officers and men of the visiting British squadron. The latest of these is a great international shooting contest; handsome prizes will be awarded to the cleverest French and English marksmen, among whom competition promises to be keen, yet friendly. The Massena, which is to be Vice-Admiral Caillard's flag-ship during the visit of the British Fleet, has been provided with a magnificent silver table service. The Commander-in-chief of the French Northern Squadron is most popular in all naval circles, and he is certain to do things as handsomely as could be desired, and so reflect credit on naval France, when the time comes.

EXTRAORDINARY EXPLOSIONS.

The terrible and somewhat extraordinary gas explosion which occurred yesterday afternoon in one of the busiest arteries of the city—the Boulevard Sébastopol, created quite a panic among the residents of that quarter. How so few escaped is a miracle; one lady, Mme. Guber, had her thigh smashed through being thrown a distance of twenty feet by the force of the terrific explosion, while her little daughter was also seriously injured. The pavement was upheaved for a distance of 500 yards, twenty-one persons being slightly hurt. The cause of the explosion is attributed to an electric spark coming in contact with a defective gas main.

The explosion, or rather explosions—for there was a series of them—started outside a small restaurant, where a score of persons were seated, enjoying their *déjeuner*. Before they knew where they were, that part of the Boulevard shot up ten feet in the air like a volcano, scattering tables and chairs in all directions, and creating other damage. The timid are less eager to have their meals outside restaurants since the accident. The police and engineers, who quickly hurried to the scene, have taken all necessary precautions to avoid a re-occurrence of the event.

THE GERMAN EMPEROR'S SPEECHES.

The Times correspondent, telegraphing from Berlin, May 11th, said:—As had been anticipated, explanations of the Emperor's Wilhelm's speech on the war, of which some account was given on Tuesday, are already forthcoming.

One of his Majesty's audiences writes to the *Berliner Neueste Nachrichten* to explain that the clergyman who officiated at the swearing-in of the recruits had employed language which was calculated to convey the impression that, in view of the lofty sentiments of patriotism and family affection which had inspired the victorious Japanese, it was a matter of indifference whether good soldiers were Christians or heathens. The object of the Emperor was to counteract this impression. Moreover, his Majesty did not say that "the Japanese were a 'scourge of God' like Attila or Napoleon in their times." What he actually did say was something like this:—

"When our nation had ceased to cherish the true faith, when arrogance and insolence reigned in our midst, God sent Napoleon as a scourge. Just as in former ages he had sent Attila and the Huns to castigate other nations."

The author of the foregoing explanation adds that it would perhaps have been better if the officiating clergyman had confined his address to delivering a Christian address and himself to a declaration of the impossibility of reflecting the ship. I ordered her to be blown up, which was done after the crew had been landed. This action was taken in order to prevent the vessel from falling into the enemy's hands. In the fighting only ten of our men were injured."

The *Izmurud* was a third-class scouting

crusader of 33,100 tons and had a speed of 24 knots. She was, therefore, one of the swiftest vessels in the Russian fleet. The *Zemtchug*, now at Manila, is a sister ship.

SHARES AND COMPANIES IN JAPAN.

There are some signs of strained money conditions in consequence of the latest Japanese victory, which is giving a great impetus to business. The news of victory at the beginning of last week caused great activity on the stock exchanges and the settlement of accounts at the month-end showed a large demand for money, which maintained the rate of interest on advances, notes the *Japan Chronicle*.

In Osaka the demand for money still remains steady, as is usual at the beginning of the month, and the rate of advances is maintained at about 7.7 per cent for an annum. The state of the market is attributed to the fact that the *cloud* which for some time past hung over business circles has been cleared away by the great victory in Tsushima, and signs of business activity are apparent. The reported shortage in the War Fund and the necessity for raising an additional Yen 6,000,000 will, it is anticipated, greatly increase the demand for money. Already some of the banks have begun to work cautiously. Advances made by the Bank of Japan in Osaka stood at Yen 73,400,000 and deposits at Yen 45,000,000 on Sunday, showing an increase of Yen 1,362,000 in advances and a decrease of Yen 17,000 in deposits, as compared with the end of the preceding week.

Advances. Deposits.

May 30 Yen 318,249 Yen 11,321
31 6,697,433 1,767,674
June 1 6,914,203 1,942,904
2 5,982,573 2,251,515
3 5,734,000 845,000

The money-market in Kobe last week was a little more steady than during the previous week. Towards the close of May more advances on short term were made than during any month in the past. The highest rate of interest charged was 2.3 per cent, equal to 7.9 per annum.

After the turn of the month deposits began to increase. It is expected that goods for the interior, which have been for long lying in the warehouses, will be cleared shortly, which is another effect of the victory.

The accounts of the Bank of Japan on the 1st instant showed that the total amount of the notes issued was Yen 254,000,000, against which the gold reserve stood at Yen 127,000,000, advances at Yen 9,000,000, and the amount borrowed by the Government at Yen 83,500,000. The amount of notes issued beyond the untaxable limit stands at Yen 6,000,000.

A certain prominent Osaka business man thinks that the result of the late battle will be to immensely benefit trade in Japan. Marine insurance rates have already fallen heavily, and this will be naturally followed by increased activity in shipping, which will give an impetus to trade in general. The victory will also increase the confidence of foreigners resulting in an increase of the investment of foreign money in Japan, especially on the part of capitalists. It is now probable that the negotiations for a foreign loan of Yen 50,000,000 between the Kyushu Railway Company and the capitalists abroad, will be resumed under the favourable auspices of the Railway Mortgage Law and the naval victory.

THE "IZUMRUD'S" STORY.

The fate of the *Izmurud* is now revealed. Captain Baron Felsen, commanding the Russian cruiser *Izmurud*, had sent the following dispatch to the Tsar, dated the 1st instant, from Olen Bay, about two hundred miles north of Vladivostock:—

"The Baltic Fleet advanced through the Tsushima Straits on May 27th, and there encountered the full force of the Japanese Fleet. Fire was opened at 1.20 in the afternoon. The enemy at first concentrated their fire on the flagship *Savarka* and *Otsinaya*, and before dusk the *Otsinaya*, *Alexander III*, and *Borodino*, were sunk, and the *Savarka*, *Kamschatka* and *Ural* heavily damaged. At this time (in consequence of Admiral Kobjestvensky being wounded, the command of the fleet was taken over by Admiral Nebogatoff) and at dark the *Nikolai I*, *Orel*, *Aprikas*, *Senatskii*, *Oushakoff*, *Sissoi Velichki*, *Narvika*, *Nakhimoff*, and *Izmurud* formed line in the order mentioned, and steamed north-eastwards, the *Izmurud* taking the task of conveying orders to the battleships. Two cruisers (presumably the *Nakhimoff* and *Narvika*) became isolated and were seen no more. The battleships, which steamed at the rate of 14 knots, were attacked several times by the enemy's torpedo-boats, in particular the vessels ahead and at the rear. By dawn only four vessels, the *Nikolai I*, *Orel*, *Aprikas*, and *Senatskii* composed the squadron, and as the light became clearer the enemy's ships were despatched on the horizon. This discovery was at once signalled to the Admiral, who put on full speed ahead, which caused the *Senatskii* and *Aprikas* to fall behind. At 10 o'clock Japanese squadrons appeared on our port side and moved over to the starboard. Simultaneously a cruiser squadron attacked us on the port quarter, whereupon my ship (*Izmurud*) became isolated. As we could not rejoin the squadron, I decided to head for Vladivostok. With this object I went ahead at full speed, pursued by the enemy. We were short of coal, and in order to avoid the Japanese cruisers, I headed for Vladivostok Bay (north of Olga Bay), which we reached on the night of the 29th May. It was pitch dark, nothing could be seen, and at 1 o'clock my officer stranded on a sunken reef at the entrance to the bay. The coal in our bunkers now only amount to ten tons, and as we were convinced of the impossibility of refloating the ship, I ordered her to be blown up, which was done after the crew had been landed. This action was taken in order to prevent the vessel from falling into the enemy's hands. In the fighting only ten of our men were injured."

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crusader of 33,100 tons and had a speed of 24

knots. She was, therefore, one of the swiftest

vessels in the Russian fleet. The *Zemtchug*, now at Manila, is a sister ship.

A SYMPATHETIC LETTER TO ADMIRAL ROHJESTVENSKY.

Admiral Baron Yamamoto, Minister for the Navy, has addressed the following letter to which was accompanied with flowers, to Admiral Rohjestvensky, at the Sasebo Naval Hospital:—

"While taking this opportunity to express my profound respect for your Excellency in

my official capacity, I earnestly hope that the arrangements of the Imperial Naval Hospital

and the skill of our surgeons will give you

comfort, and that your Excellency will speedily

recover from your injuries."

The Minister for the Navy also addressed sympathetic letters to the Russian Naval officers who are wounded and detained in various hospitals.—*Chronicle*.

"MR. B. HARRIS, OF HONGKONG."

CONFIDENCE TRICK AT KOBE.

The *Japan Chronicle* of June 6th reports an incident occurred in Kobe a few weeks ago to which it is worth directing attention by way of warning. A man presented himself at the Kobe office of the Chartered Bank, and stating that his name was B. Harris and that he had an account in the Bank at Hongkong, asked to be permitted to draw the sum of two hundred yen. Naturally he was told that he could not be permitted to do this unless his draft were endorsed by some one in Kobe. "Harris" replied that, unfortunately, he only knew Captain Devonish in Kobe, and that Captain Devonish was away. "Would the signature of Mrs. Devonish do?" The Bank officials replied that the lady's signature would be sufficient. "Harris" then called upon Mrs. Devonish and represented that he was a widow of her husband and had given her a matter of two hundred yen. He found, however, that Captain Devonish was away from Kobe, and therefore he would ask her to sign two papers, which he would leave at the Chartered Bank, where her husband must sign on his return for the money due. By this clever ruse the man secured Mrs. Devonish's signature, and immediately presented the endorsed draft at the bank, where it was duly cashed. As was to be expected, the document was returned from Hongkong marked "no effects," and application has been made by the Bank to Mrs. Devonish for repayment of the two hundred yen paid "Harris." Into the legality of the claim made we cannot enter here; though it appears that neither Captain nor Mrs. Devonish has any account at the Chartered Bank, and Mrs. Devonish's signature is not known to any of the Bank officials. Still, it must be admitted that a Bank which made so strict a rule in this matter would probably be better suited rather unfavourably. Our chief object, however, is to warn the public against a repetition of this trick either in Kobe or in any other port of the Far East. No document presented by a stranger should be endorsed unless there is good evidence of identity.

THE BOXER INDEMNITY QUESTION.

A striking illustration of the methods of international action in Peking is shown in the present question of the Boxer indemnity. On October 26 China wrote to the Powers offering to consider the indemnity as a gold debt instead of a silver debt, and undertaking to pay one million sterling in discharge of the arrears due to the difference in the payments already made and to continue to pay in gold from January 1 onwards. How did the Powers meet this creditable offer? For some months no reply was sent at all, the Powers being unable to agree among themselves as to what further concessions could be exacted from China. They finally demanded £1,400,000 as arrears, and after some months China consented to pay £1,200,000 though the Powers had no means of compelling her to pay anything at all. Then, after further delay and in the face of opposition from several Powers, it was agreed that China could purchase a gold in the open market through whatever bank she chose and in whatever manner, whether by open tender or otherwise. Further, it was agreed that China could offer payment to the Powers either in gold, by telegraphic transfer or draft, or in silver paid in Shanghai on the basis of the price of silver in London. All the Powers have agreed to accept payment by telegraphic transfer except Russia, who, to the chagrin of the other Ministers—for the exception will give considerate advantage to the Russo-Chinese Bank—has accepted the offer that the indemnity should be paid in silver in Shanghai.

Since January 1 China has had £1,200,000 ready for payment, upon which she is paying 5 per cent interest. It seems incredible, but is the fact, that the Powers now insist that China shall pay them interest in addition from January 1 to the date of payment, at 4 per cent. on this amount, which, owing to disagreement among themselves, they have been unable to accept. In other words, the Powers, failing to determine among themselves the date when they will accept payment, impose upon China a penalty equivalent to 2,000 taels (over £250) a day till the date when they will consent to receive payment. It is hoped that England will decline to accept her share of this interest. Seven of the Ministers are understood privately to disapprove of the injustice of the procedure, yet they vote for the injustice in order to preserve the fiction of international law.

For the past two years the Parsi Community

in Bombay has been agitated by the question of the competency of individuals of other races to become Zoroastrians on confession of faith and investiture with the sacred shirt and thread worn by all Parsis. Several Parsis resident in this country are married to English ladies and such matrimonial unions have been somewhat frequent of late. The immediate cause of the agitation was the marriage of a son of the late Mr. Jameson to N. Jata, the distinguished merchant and philanthropist, with a French lady, who was invested with the sacred thread and confessed conversion to Zoroastrianism as a prelude to the performing of the marriage ceremony according to Parsi rites. The orthodox party protested; some general meetings were held in Bombay, and ultimately a large committee of the community was appointed, and selected a sub-committee, which in turn referred the question of proselytism to an expert body of men versed in Zoroastrian lore. European savants were also consulted, and ultimately the experts reported, by a very large majority, that conversion to the faith was not disallowed by the Zend Avesta. The sub-committee, instead of adopting the report, went into the question in its several bearings, and, finding themselves about equally divided, asked the general committee to consider the whole matter *de novo*. After much angry debate, the general committee came to the conclusion that the recognition of conversion to Zoroastrianism was indispensable and would be disadvantageous in the present circumstances of the community. This decision has now been ratified at a densely packed meeting of the community, convened by the trustees of the charitable funds and properties of the Parsi Punchayet, and presided over by Sir Janesetjee Jejeebhoy. The first resolution accepted the report of the general committee, and declared that "looking to the present religious and social condition of the Parsi community, it is inexpedient to admit professors of other religions into Zoroastrianism, because it would militate against the original unity and ancient tradition of the community and be injurious to their interests."

As to persons of other religions who had in some way or other got admitted into Zoroastrianism, or pretended to have been so admitted," the meeting resolved that they had no right whatever to enjoy the privileges accorded to all true Zoroastrians of attending their fire temples or meetings of the community, or of benefiting in any way from their religious funds and endowments; also that any Parsi priest investing with the sacred *teeve* the professor of another religion should be excluded from the discharge of all sacred functions.

It was decided to apply these

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.
Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed.
Liebers.
P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENT

TO LET

A ROOM as an Office in Ice House Street.
Apply to— DAVID SASSOON & CO., LTD.
Hongkong, 14th June, 1905. [1447]

INTIMATIONS.

JUST PUBLISHED

PRICE \$2.75

CH'UN-KWANG

A TALE OF CHINESE LOVE AND TRAGEDY
(ILLUSTRATED)BY OLIVER G. READY, B.A.
(Author of "Life and Sport in China, etc.")
EXTRACTS FROM REVIEWS.

SPECTATOR: "As romantic an attachment between two sorely tried and mutually devoted lovers as ever adorned a Victorian romance."

TIMES: "A very simple, straightforward, and pretty tale."

SCOTSMAN: "If all the Chinese Stories were as good as this one, nobody need complain."

DAILY GRAPHIC: "Diesels the idea that romance forms no part of the Chinaman's Nature."

PALM MAIL: "It is in the setting of the story that the peculiar character and charm of the book consists. An exceptionally remarkable study of the immemorial civilization of the Chinese people."

KING: "A very charming, naive, and simple Chinese romance."

MORNING POST: "The picture of Chinese passion is delightfully picturesque."

EASTERN DAILY PRESS: "Most interesting and informing volume; its romantic essence, and its descriptive garniture, are alike delightful."

ST. JAMES'S GAZETTE: "Succeeded to admiration in his expressed object of portraying Chinese thought."

DUNDEE ADVERTISER: "It has a peculiar value, even apart from its qualities as a work of art."

KELLY & WALSH, LTD.

Hongkong, 14th June, 1905. [1422]

WANTED.

ENGLISHMAN with experience in the Management of an Eastern Hotel seeks position as MANAGER or ASSISTANT MANAGER of a Hotel, or as STORE-KEEPER in any other line of business. Best credentials. Apply— C. of Daily Press Office, Hongkong, 14th June, 1905. [1440]

SITUATION WANTED.

ADVERTISER, age 34, desires a position as GENERAL OFFICE ASSISTANT; has a thorough knowledge of Bookkeeping, and Accounts, and Typewriting; can also speak the Cantonese dialect fluently.

Apply by letter to— ENGLISHMAN,
C. of Daily Press Office, Hongkong, 30th May, 1905. [1327]

TO LET.

NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Roomed Houses; Tennis Court.
Apply to— ARRATOON V. APCAR & CO., 45, Wyndham Street, Hongkong, 13th June, 1905. [1434]

S I E N T I N G.

S U R G E O N D E N T I S T
No. 10, DAGUILLAR STREETTERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.A U T O M A T I C M A U S E R
P I S T O L S.C A L I B R E 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SLEMMSEN & CO.
Hongkong, 3rd October, 1900.

COLD STORAGE.

T H E H O N G K O N G I C H C O M P A N Y, L D.,
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods.
W. M. PARKLANE, Manager.
Hongkong, 13th November, 1901. [152]

Q U A N W A H & C O.

G R A N I T E A N D M A R B L E M E C H A N T S.
E X P O R T E R S A N D C O N T R A C T O R S.
Sole Agents of QUAN TAI & CO., Lime Manufacturers.A L L D E S C R I P T I O N S
G R A N I T E A N D M A R B L E F O R E X P O R T.
D e a l e r s i n G R A N I T E A N D M A R B L E M O N U M E N T
P r i c e & E s t i m a t e s o n A p p l i c a t i o n.
No. 1, Q U E E N ' S R O A D E A S T.
Hongkong, 17th January, 1905. [101]

S U N F A T C O

M A N U F A C T U R E R S A N D D E A L E R S
I N LADIES' A N D C H I L D R E N ' S
U N D E R W E A R,
E M B R O I D E R E D L A C H E S, S I L K E S, P O N G E R S,
G R A S S L I N E N, S H A W L S, H A N D K E R C H I E F S
B L A N K E T S, T R U N K S,
E B O N Y F U N I T U R E A N D F A N C Y G O O D S
N O. 82, Q U E E N ' S R O A D C E N T R A L,
Any Order Promptly Attended To
Hongkong, 12th January, 1905.

R O B E R T C R A W F O R D ' S

C. C. C. W H I S K Y,
Price ... \$10 Per Dozen.
Sole Agent— K W A N T Y E,
110, Queen's Road Central.
Hongkong, 12th April, 1905. [1969]

AUCTIONS

PUBLIC AUCTION:

T H E Undersigned has received instructions to sell by Public Auction, TO-DAY (THURSDAY), the 15th JUNE, 1905, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street,

S E V E R A L C O L L E C T I O N S
O F P O S T A G E S T A M P S,
mostly in large lots, including some rarities.

T E R M S:—As Customary.

On View from Wednesday, the 14th June, 1905.

T E R M S:—Cash on delivery.

G E O. P. L A M M E R T,
A u c t i o n e e r.

Hongkong, 12th June, 1905. [1432]

PUBLIC AUCTION:

T H E Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY) AND SATURDAY,

the 16th and 17th JUNE, 1905, commencing each day at 2.30 P.M. sharp, at their SALES

R O O M S, N O. 8, D E S V E U X R O O D

(Corner of Ice House Street),

A V E R Y F I N E C O L L E C T I O N
O F J A P A N E S E C U L I O N S A N D W O R K S
A R T.

C O M P R I S I N G:—

S I L K E M B R O I D E R E D P A L A C E
A N D T E M P L E H A N G I N G S, B E D C O V E R S,
C U S H I O N S, V A R Y F I N E S A T S U M A
T E A S T S, V A S E S, W A L L P L A T E S,
I N C E N S E B U R N E R S, B R O N Z E A N D
B R A S S V A S E S, S I L K E M B R O I D E R E D
S C R E E N S, G O L D A N D S I L V E R
C L O I S O N N E W A R E, I V O R Y C A R V I N G,
G O L D L A C Q U E R E D C A B I N E T,
&c., &c., &c.

T E R M S:—

T W O J A P A N E S E B U L L D O G S.

Catalogues will be issued.

T E R M S:—As usual.

H U G H E S & H O U G H,
A u c t i o n e e r.

Hongkong, 10th June, 1905. [1426]

NOTICE.

T H E Undersigned has received instructions to sell by Public Auction,

TO-MORROW (FRIDAY).

the 16th June, 1905, at 3 P.M., at his Offices in Duddell Street.

T H E V A L U A B L E L E A S E H O L D
P R O P E R T Y.

Known and registered in the Land Office as

S E C T I O N A O F I N L A N D L O T N O. 90,

with the premises thereon

Now known as

N o. 255, 257, 259, 261, 263 and 265, Queen's

R oad Central, and Nos. 34, 36 and 38,
Hillier Street.

T E R M S:—

T H E C R E D I T O R S' I N S U R A N C E
C O M P A N Y, L I M I T E D.

Dated 5th June, 1905. [1386]

PUBLIC AUCTION.

T H E Undersigned has received instructions to sell by Public Auction,

TO-MORROW (FRIDAY).

the 16th June, 1905, at 3 P.M., at his Offices

in Duddell Street.

T H E V A L U A B L E L E A S E H O L D
P R O P E R T Y.

Known and registered in the Land Office as

S E C T I O N A O F I N L A N D L O T N O. 90,

with the premises thereon

Now known as

N o. 255, 257, 259, 261, 263 and 265, Queen's

R oad Central, and Nos. 34, 36 and 38,
Hillier Street.

T E R M S:—

T H E C R E D I T O R S' I N S U R A N C E
C O M P A N Y, L I M I T E D.

Dated 5th June, 1905. [1386]

NOTICE.

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Dated 5th June, 1905. [1386]

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C O M P A N Y, L I M I T E D.

Dated 5th June, 1905. [1386]

T H E C R E D I T O R S' I N S U R A N C E
C O M P A N Y, L I M I T E D.

Dated 5th June, 1905.

SHIPPING.

ARRIVALS.

ARUN, British torpedo boat destroyer, 550, Lieutenant Comdr. R. Henderson Heaton, 13th June.—Singapore 9th June.
BANCA, British str., 3,794, J. B. Ferguson, 14th June.—Moj 10th June, Coal.—P. & O. S. N. Co.
BIRKHOLM, Danish str., Birkholm, 14th June.—Bangkok 7th June, Rice and Wood.—Order.
DEF. British torpedo boat destroyer, 560, Lieutenant Comdr. H. E. Sullivan, R.N., 13th June.—Singapore 9th June.
ENE, British torpedo boat destroyer, 550, Lieutenant Comdr. R. H. Baile, 13th June.—Gibraltar 28th April.
ETTRICK, British torpedo boat destroyer, 560, Lieutenant Comdr. Irwin, 13th June.—Singapore 9th June.
EXE, British torpedo boat destroyer, 550, Lieutenant Comdr. A. F. Everett, 13th June.—Gibraltar 30th April.
FRI, Norwegian str., 860, N. G. Andersen, 14th June.—Haiphong 11th June and Hoihoi 13th June.—Asgaard, Thoresen & Co.
HAITAN, British str., 1,182, J. S. Roach, 14th June.—Fuchow via Ports 11th June, General—Douglas Lapraik & Co.
HELEN, German str., 771, J. Jessen, 13th June.—Swatow 12th June, General and Cattle—Jensen & Co.
IPRINGTON, British cruiser, 3,600, Fawcett 13th June.—Singapore 9th June.
ITCHEN, British torpedo boat destroyer, 550, Lieutenant Comdr. C. Symon, R.N., 13th June.—Singapore 9th June.
MACH, W. German str., 950, Harriet, 14th June.—Bangkok 8th June, Rice.—Butterfield & Swire.
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
14th June.
Helen, German str., for Hoihow.
Kunow, Norwegian str., for Hiole.
Yungtze, British str., for Nagasaki.
Yuchow, British str., for Shanghai.

DEPARTURES.

14th June.
BENAYET, British str., for Nagasaki.
CHARTERHOUSE, British str., for Amoy.
CHUNSHANG, British str., for Foutai.
CLARA JESSEN, German str., for Swatow.
HAITAN, French str., for Hoihow.
HOLSTEIN, German str., for Haiphong.
JACOB DIEDERICHSSEN, German str., for Pakhoi.
KWANTUNG, Chinese str., for Shanghai.
NAMUNG, British str., for Calcutta.
SILDEA, Norwegian str., for Moji.
SHIPPING REPORTS.
The British str. *Haitan* reports: Fine weather throughout.
The German str. *Macleay* reports: Fresh S.W. monsoon to within 300 miles of the port; thence moderate variable winds and fine weather.

VESSELS PASSED ANJER.

May 26, British str. *Niddalee*, Alexander, from London for Batavia.
May 26, Dutch str. *Socchava*, Fenenga, from Batavia for Amsterdam.
May 27, Dutch str. *Bali*, Potjewyde, April 19, from Amsterdam for Batavia.
May 27, French kpc. *Grande Duchesse Olga*, Herce, April 27, from Saigon for Newcastle.
May 29, British str. *Floriston*, April 1, from Baltimore for Manila.

VESSELS IN DOCK.

14th June.
COSMOPOLITAN DOCK.—
COWLOON DOCKS.—*Euford*, *Adamstor*, *Tradewave*.
ABERDEEN DOCKS.—H.M.S. *Dev.* H.M.S. *Ere*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports TO-MORROW, 16th inst., at 11 A.M. For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 14th June, 1905. [1444]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLUMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Philp, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 17th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,523 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo, for London, &c., will be conveyed from Bombay by the R.M.S. "Calcutta," due in London on the 30th July, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 5th June, 1905.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"ZAIKA."

Captain C. Willis, will be despatched as above on TUESDAY, the 20th inst., at DAYLIGHT. For Freight or Passage, apply to
JARDINE, MATHESON & CO., Agents.
Hongkong, 13th June, 1905. [1438]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"BENLOMONT,"

Captain Henderson, will be despatched as above on or before the 24th inst.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th June, 1905. [1445]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B&I	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	BENALOND	Brit. str.	—	Henderson	GIBB, LIVINGSTON & CO.	About 24th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	1 m.	E. G. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON, AMSTERDAM & ANTWERP	HYDRA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
BREMEN, VIA PORTS OF CALL	CALEDONIAN	Front str.	—		BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	ZETEEN	Ger. str.	—	Gregory	MESSENGERS MARITIMES	On 27th inst., at 1 p.m.
BREMEN, DUNKIRK, BREMEN & HAMBURG	C. FRED. LAEISZ	Ger. str.	1 m.	von Bizer	MELCHERS & CO.	On 21st inst., at Noon.
BREMEN, DUNKIRK, BREMEN & HAMBURG	BRISGAVIA	Ger. str.	1 m.	Russ	HAMBURG-AMERIKA LINIE	On 17th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	SITHONIA	Ger. str.	1 m.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 12th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	ACILLA	Ger. str.	1 m.	Schulke	HAMBURG-AMERIKA LINIE	On 26th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	ALESIA	Ger. str.	—	Sachs	HAMBURG-AMERIKA LINIE	On 10th Aug.
BREMEN, DUNKIRK, BREMEN & HAMBURG	NIPPON	Aus. str.	—	Seich	SANDEE, WIELER & CO.	On 29th inst., P.M.
BREMEN, DUNKIRK, BREMEN & HAMBURG	DECALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	NORDPOL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 22nd inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	MONTRÉAL	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	KENNEDY	Brit. str.	2 m.	E. Beetham, R.N.E.	STANDARD OIL CO.	Early in July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	TARTAR	Brit. str.	1 m.	F. W. Davison, R.N.E.	CANADIAN PACIFIC R. CO.	On 5th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	PLIADIES	Am. str.	—	F. G. Purington	DODWELL & CO., LIMITED.	On 10th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	KEEMUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	NICOMEDIA	Am. str.	—		BUTTERFIELD & SWIRE	On 18th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	MINNESOTA	Am. str.	—		BUTTERFIELD & SWIRE	On 20th inst., at Noon.
BREMEN, DUNKIRK, BREMEN & HAMBURG	WILLEMAD	Brit. str.	—		POSTLAND & ASIATIC S.S. CO.	On 27th inst., at Noon.
BREMEN, DUNKIRK, BREMEN & HAMBURG	CHINGTU	Brit. str.	1 m.		NIPPON YUSEN KAISHA	On 10th July.
BREMEN, DUNKIRK, BREMEN & HAMBURG	FOAMOSA	Brit. str.	—		MELCHERS & CO.	On 20th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	WOSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 24th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	YOCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th inst., at Noon.
BREMEN, DUNKIRK, BREMEN & HAMBURG	KALGAN	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
BREMEN, DUNKIRK, BREMEN & HAMBURG	SIMLA	Brit. str.	—		BUTTERFIELD & SWIRE	About 15th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	SHAOHSING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
BREMEN, DUNKIRK, BREMEN & HAMBURG	KWONGSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	TIENTSIN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
BREMEN, DUNKIRK, BREMEN & HAMBURG	TRIUMPH	Brit. str.	—		BUTTERFIELD & SWIRE	On 19th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	PROTEUS	Brit. str.	—		BUTTERFIELD & SWIRE	About 19th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	PROMISE	Brit. str.	—		BUTTERFIELD & SWIRE	On 18th inst., at 8 A.M.
BREMEN, DUNKIRK, BREMEN & HAMBURG	ZAIKA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst., at 8 A.M.
BREMEN, DUNKIRK, BREMEN & HAMBURG	HAITAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst., at 10 A.M.
BREMEN, DUNKIRK, BREMEN & HAMBURG	CHIBI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst., at Daylight.
BREMEN, DUNKIRK, BREMEN & HAMBURG	LOONGSANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
BREMEN, DUNKIRK, BREMEN & HAMBURG	RUBI	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
BREMEN, DUNKIRK, BREMEN & HAMBURG	ZAFIRO	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th inst., at Noon.
BREMEN, DUNKIRK, BREMEN & HAMBURG	HOPSON	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	BANCA	Brit. str.	—		BUTTERFIELD & SWIRE	On 22nd inst.
BREMEN, DUNKIRK, BREMEN & HAMBURG	TJIMAH	Dut. str.	—		BUTTERFIELD & SWIRE	On 17th inst., at Noon.

VESSELS ON THE BERTH

GREAT NORTHERN STEAMSHIP COMPANY

Operating in conjunction with the GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U.S.A.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

(Passing through the INLAND SEA OF JAPAN.)

THE Magnificent New Twin-Screw Steamship

"MINNESOTA,"

Tons 20,718 Gross Reg. Captain J. H. Rinder, will sail on TUESDAY, the 20th June, at Noon, Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U.S.A. and Northern Pacific Express Companies.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE

OUTWARDS.

STEAMERS	DUE
FOXTON HALL	On 15th June.
AJAX	On 23rd June.
IDOMENEUS	On 30th June.
STENTOR	On 7th July.
PATROCLUS	On 14th July.
KEEMUN	On 16th July.
PAULUS	On 18th July.
AUHAILLES	On 25th July.

HOMewardS.

STEAMERS	TO SAIL
DEUCALION	On 20th June.
CALCHAS	On 26th June.
HYSON	On 4th July.
GLAUCUS	On 18th July.
TELEMACHUS	On 20th July.
AJAX	On 1st August.
IDOMENEUS	On 15th August.
STENTOR	On 20th August.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILROAD CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD.

STEAMERS	DUE
“KEEMUN”	On 19th July.
“OANFA”	On 20th June.
“TELEMACHUS”	On 18th July.

WESTWARD.

STEAMERS	DUE
“OANFA”	On 18th July.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th June, 1905.

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO SAIL
“YOCHOW”	On 15th June.
“KALGAN”	On 15th June.
“SHAOHSING”	On 16th June.
“CHINKIANG”	On 17th June.
“TIENTSIH”	On 19th June.
“TAMING”	On 20th June.
“CHIHLI”	On 20th June.
“CHINGTU”	On 20th June.
“CHINGTU”	On 22nd June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th June, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

	SAILING DATES.
ZIETEN	WEDNESDAY 21st June
DEADMONT	WEDNESDAY 25th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
BAVERN	WEDNESDAY 11th October
GNEISENAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUFTPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at Noon, the Steamer, *ZIETEN*, Captain v. Binsen, with MAIls, PASSENGERS, SPECIE, and CARGO, will leave this Port aerao, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th June. Cargo and Specie will be received on Board until 5 P.M. or TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 8th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG'S HAI via INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT OR

“NIMONIA” 4,370 Wagner July 1st, 1905.

“ARABIA” 4,370 Bremer July 16th, 1905.

“ARAGONIA” 4,483 Metzenthin August 6th, 1905.

“ARAGONIA” 5,193 Schulte August 16th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th June, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELL"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. Cox.
S.S. "SIKH"	Captain Dean.
S.S. "INKULA"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 10th February, 1905.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

“PROMETHEUS.”

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 16th June.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods undelivered on the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th June, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th June, 1905. [9-10]

“BEN” LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. “BENARTY.”

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 12th June, 1905. [14-16]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

“YANGTSZE.”

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 11 A.M.

POST OFFICE NOTICES.

The *Coptic*, with the American mail left Manila on Monday morning, the 12th instant, and may be expected here to-day, at 2 p.m.

The *Simla*, with the English mail of the 19th May, left Singapore on Saturday, the 10th inst., at 3 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 18th April, and the parcel mails closed in London for despatch by the all sea route on the 10th of May and for despatch overland on the 17th of May.

• Mails for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.

A mail for MACAO per s.s. *Winghai* will be closed every week day at 5 p.m.

Mails for NAMTAO, SANJUE, KONGMOON, KUSCHIUK, SAMSHUI, Wuchow and CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 8 a.m.

• No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

	PRU	DATE
Tsinian		Thursday, 15th, 11.00 A.M.
Hungshan		Thursday, 15th, 11.00 A.M.
Yatong		Thursday, 15th, 3.00 P.M.
Kalgan		Thursday, 15th, 3.00 P.M.
Sans		Thursday, 15th, 3.00 P.M.
Phranang		Thursday, 15th, 5.00 P.M.
Haitan		Friday, 16th, 10.00 A.M.
Huengshan		Friday, 16th, 1.15 P.M.
Kwongtung		Friday, 16th, 2.00 P.M.
Longwang		Friday, 16th, 3.00 P.M.
Shaoheung		Friday, 16th, 3.00 P.M.
Fri.		Saturday, 17th, 9.00 A.M.
Hopseung		Saturday, 17th, 10.00 A.M.
Rubi		Saturday, 17th, 10.00 A.M.
Wootung		Saturday, 17th, 10.00 A.M.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will close punctually at 3 p.m., on Friday, the 16th inst.

Shanghai, Straits and Bangkok

Amoy, Nagasaki, Kobe, Yokohama and Seattle.

Manila, Yokohama and Kobe

Swatow, Weihaiwei, Chefoo and Tientsin

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.).

(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents.)

EUROPE, &c., India via Taticorin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Cabs and Halls

Manila

TO-DAY.

Sale, Stamps, Sales Rooms, Mr. Geo. P. Lammett, 2.30 p.m.

TO-MORROW.

Sale, Japanese Curios, &c., Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Lesshous Property, Sales Rooms, Mr. Geo. P. Lammett, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

14th June

ON LONDON.— Telegraphic Transfer 1/104

Bank Bills, on demand 1/104

Bank Bills, at 30 days' sight 1/104

Bank Bills, at 4 months' sight 1/104

Credit, at 4 months' sight 1/104

Documentary Bills, 4 months' sight 1/104

ON PARIS.—

Bank Bills, on demand 295

Credits, at 4 months' sight 298

ON GERMANY.—

On demand 1914

ON NEW YORK.—

Bank Bills, on demand 454

Credits, 60 days' sight 464

ON BOMBAK.—

Telegraphic Transfer 1394

Bank, on demand ... 1394

ON CALCUTTA.—

Telegraphic Transfer 1394

Bank, on demand ... 1394

ON SHANGHAI.—

Bank, at sight ... 71

Private, 30 days' sight 72

ON YOKOHAMA.—On demand ... 914

ON MANILA.—On demand—Peso—912

ON SINGAPORE.—On demand ... 6 p.c. p.m.

ON BATAYA.—On demand ... 1124

ON HAIKONG.—On demand ... 12 p.m. pm.

ON SAIGON.—On demand ... 14 p.m. pm.

ON BANGKOK.—On demand ... 614

SOVENEWS, Bank's Buying Rate ... 10.60

GOLD LEAF, 100 fine, per tael ... 58.10

BAR SILVER, per oz ... 262

OPIUM.

13th June,

Quotations are—Allow 'em not to latty.

Malwa New ... \$1150 to — per pinc.

Malwa Old ... \$1200 to —

Malwa V. Old ... \$1340 to —

Persian fine quality 1930

Persian extra fine \$1200 to —

Patna New ... \$1155 to — per chisel.

Patna Old ... \$1 to —

Bengal New ... \$1115 to —

Banaras Old ... \$4 to —

DEPARTED.

Per Korea, for China and Japan ports, Mr.

J. T. Hoyton, Mrs. A. Shattock Hooper, Miss

Christine Hooper, Miss N. Hor, Mrs. F. Staples,

Mosers, Geo. Bow and J. R. Hopkins, Mrs. E.

M. Post, Mrs. M. C. Nagle, Major and Mrs. B.

B. McCoy, Miss W. K. McCoy, Messrs. H.

Ogawa K. Nase, S. Yamamoto, M. Ohtsuka, J.

H. Moore, Capt. and Mrs. H. G. Lyon, Mrs.

Allan Cameron, Mr. and Mrs. Jas. Woods,

Mosers, Jas. K. and G. Byers, Mrs. Jas.

W. White and infant, Mr. S. M. V. Lawrence,

Miss Edith Lawyer, Rev. W. F. Knox, Capt. H.

Muller, and Mrs. R. Yoshiyama and infant; for

San Francisco, Mr. A. M. and Mrs. R. H.

Sherman, Mrs. J. L. McCoy, Col. G. Schad,

Mrs. A. E. Clark, Mrs. H. Bailey, Miss A.

M. Johnson, Mrs. F. D. Black, Capt. and Mrs.

C. B. Drake, Messrs. Edgar Ulph, Geo. Somers,

Wm. Franz, J. T. Pent, M. Yager,

Lieut. P. M. Kirby, U.S.M.C., Mrs. P. M. Kirby

and infant, Messrs. Henry Gross and C. W.

Bernhardt, Mr. and Mrs. Duncan, Roudette,

Mr. M. A. Whipple, Mrs. W. G. Henshaw,

Miss A. Henshaw, Miss F. A. Henshaw, Miss

A. Grimes, Mr. Wm. E. Pearson, Mrs. York

Noel, Miss G. Noel, Mr. and Mrs. W. L.

Altidor, Messrs. S. J. Boyd, C. B. Thomas,

Israel Putnam and N. Cordonier, Mr. and Mrs.

E. Miguel.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. str. *Coptic* is expected here from Manila to-day about 2 p.m.

The P. M. str. *Siberia*, with mails etc., from San Francisco to the 27th May via Honolulu, will leave Yokohama for this port this morning via Kobe, &c., and is due here on the 23rd June.

THE ENGLISH MAIL.

The P. & O. str. *Siria* left Singapore for this port on the 16th June, at 3 p.m., and is due here to-day about 4 p.m.

THE GERMAN MAIL.

The I.G.M. Australian str. *Praia Wadden* left Sydney on Saturday at 5 p.m., and may be expected here on Monday, the 19th June.

The I.G.M. str. *Zieten* left Kobe via Nagasaki, Shanghai and Foochow on the 11th June, p.m., and may be expected here on the 14th June.

The I.G.M. str. *Sachsen* left Colombo on the 10th inst., p.m., and may be expected here on the 21st June.

MECHANT STEAMERS.

The Barber Line str. *Shimosa* arrived at Manila on the 8th June for this port.

The G.N. str. *Minnetonka* left Shanghai on the 12th June at 3 p.m., and is due here to-day.

The N.D.L. str. *Borneo* left Sandakan on Saturday, a.m., and may be expected here on Thursday, a.m.

The str. *Arran Apeas*, from Calcutta, left Singapore for this port on the 11th June, p.m., and may be expected here to-morrow.

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